

### Weber Ecu Coilpack Driver conversion for L1, 6, 8 & P8 Ecu's

Thank you for purchasing our new wasted spark driver system. The system has been developed to allow you to replace the aging and unreliable LT/HT system on the Ford Sierra and Escort Cosworth's with a solid state coil pack, thus allowing bigger spark plug gaps and better burning with fewer misfires and correspondingly better performance, economy and emissions.

The system has been carefully designed to be very easy to install after we have modified your ECU for you and thus doesn't require you open your ECU at all unless you opted for the DIY install driver as well.

What the system does is alter the ECU outputs to make it drive two ignition circuits independently of each other in a true "wasted spark" configuration. The driver is intelligent and controls coil charge time (*Dwell*) according to engine RPM, thus keeping the coil cool in slow traffic yet giving ultimate coil power output when higher cylinder pressure's and engine speeds demand a better spark. It also generates an independent RPM output to drive the counter correctly.

This means that high power Cosworth's no longer need to run tiny spark gaps such as 0.5mm and can easily run over 0.8mm now with perfect results and no more misfires & bad burning as has conventionally been seen using the old coil, distributor cap and rotor arm setup. Incidentally, the ideal gap for a YB appears to be 0.75mm so there is no need to exceed this gap. Exceeding this will drop reliability due to spark erosion having an effect on your spark plugs sooner than expected.

#### Your ecu pin configuration has been changed as follows:

**Pin 25:** Now supplies the signal to the ignition amplifier in charge of firing cylinders 2 & 3.

**Pin 26:** (BLUE) Now supplies the signal to the ignition amplifier in charge of firing cylinders 1 & 4.

**Pin 21:** (White) Now supplies the signal that will drive the vehicles standard rev counter.

If you have bought the loom from us as well as the ECU driver conversion (*see note 1*), you don't have to worry about the above information; all you have to do is follow the 10 simple steps to success detailed on the next pages...

#### Please note.

*We recommend that only competent and fully trained vehicle technicians install these products to minimize the risk of vehicle component damage.*

**Step 1)** Remove the original Ignition coil (*If your vehicle has one fitted*) and insulate the resulting wiring. **This step is VERY important as failure to do so can result in a fire and serious ECU damage should the ECU be powered up with this coil on the wiring loom.**

**Step 1A)** Most cars have a suppressor in the original coil harness negative trigger wire (green). This suppressor **MUST** be removed and the green wires from it connected together or the dashboard rev counter will not work properly and may incur damage.

**Step 2)** Mount your ignition coil, ideally, in the same place you removed the original one from.

**Step 3)** Gap your Spark plugs initially at 0.75mm. This gap can be increased if desired after testing is performed on your own individual engine setup.

**Step 4)** Remove the original HT leads from the engine and fit new coil pack HT leads.

**Step 5)** Plug the coil pack into the plug provided on our wiring harness.

**Step 6)** Mount your secondary ignition amplifier to a suitable heat sink using the important heat transfer paste supplied with the new amplifier and then unplug your existing amplifier and plug both amplifiers into the relevant 2x spare female connectors on our wiring harness.

**Step 7)** Run the White and Blue wires through the firewall towards the ECU. We suggest you do this via the large grommet underneath the ABS valve block.

**Step 8)** Remove the ECU multi plug cover by undoing the screw and sliding the cover away from the loom. When you have done this you need to remove the runners on each side of the exposed plug. These runners simply pull off, and are also used to locate the cover correctly on the plug upon re-fitment. You will see that the plugs pins are numbered at the sides and will also note that pins 21 and 26 are spare in most configurations. (*See note 1*) Push the relevant pins into the corresponding sockets until they "Click" home. White goes to pin 21 & Blue to pin 26. (*Note the orientation of the originals to see which way they go*)

**Step 9)** Take the original looms O.E ignition amplifier connector and wire it into our new loom, referring to our **separate instructions that will be enclosed**.

**Step 10)** Double check the 9 points above have been correctly performed, **especially step 1**. If you are confident all has been done according to the instructions, power on the ignition system, leaving at least a 1 second delay between ignition on and cranking, to allow the new hardware to initialize. The engine should now start and run as before.

**Note1:**

Some systems have utilized pins for aftermarket hardware, such as Pectel boost control. If in doubt whatsoever as to the position of wiring on your loom please contact us before performing any wiring.

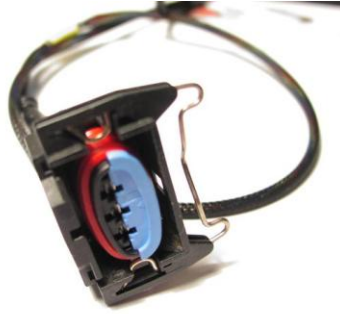
**Note3:**

Vehicles with air-conditioning will have a wire in pin 21 already. If this is the case, please contact us.

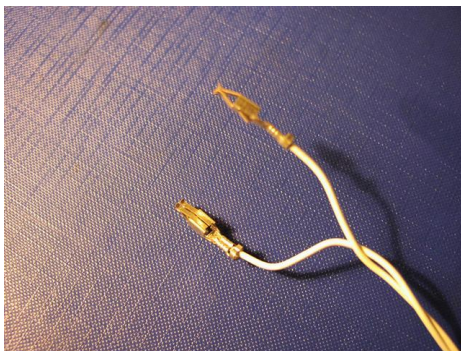
**Female Amplifier Connectors:**



**Ignition Coil Connector:**



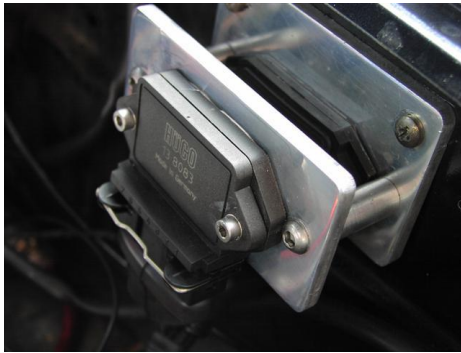
**ECU Pins 26 & 21: (Blue & white now)**



**Ignition Coilpack Installed:**



**Amplifiers installed on bracket:**



**Please Note:**

If your coil is un-labeled then the connections when fitted as above are:

4 - 3

1 - 2